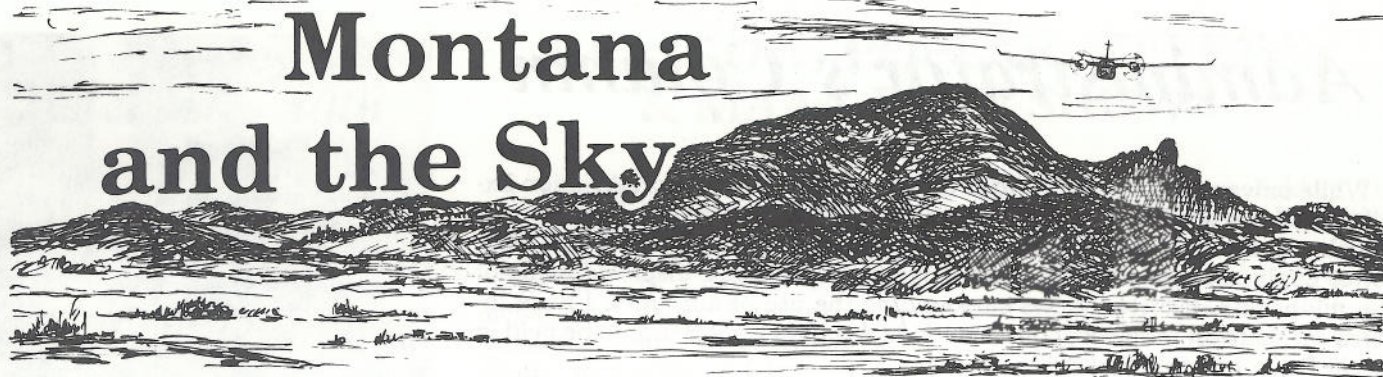


# Montana and the Sky



Vol. 35, No. 8

MONTANA AERONAUTICS DIVISION

August 1984

## SAC OPENS NEW LOW LEVEL ROUTE

Strategic Air Command (SAC) bombers began flying low level missions over Wyoming and Montana on August 1 in conjunction with the opening of a new Strategic Training Range route.

No bombs are carried by the aircraft. The unarmed, eight-engined B-52 Strato-fortresses and swing-wing FB-111 fighter-bombers fly at subsonic speeds along the eight-to-ten-mile-wide route, varying in altitude from 400 feet to 1,500 feet above the ground.

SAC's Strategic Training Range Complex (STRC), which includes portions of Wyoming, North Dakota, South Dakota, Montana, and Idaho, consists of twenty instrument training routes with scoring and electronic warfare capabilities provided by mobile sites. These routes permit a myriad of terrain and target combinations. Aircrews receive new challenges each time they train on the routes.

Mobile sites associated with the STRC are located at Wibaux and Scobey, Montana; and Powell and Gillette, Wyoming. SAC proposals for the STRC call for a number of mobile and fixed sites to be established in the northwestern plains region. It is anticipated that six fixed sites will be established; those currently identified will be at Powell, Wyoming; Conrad, Havre, and Forsyth, Montana; and Dickinson, North Dakota.

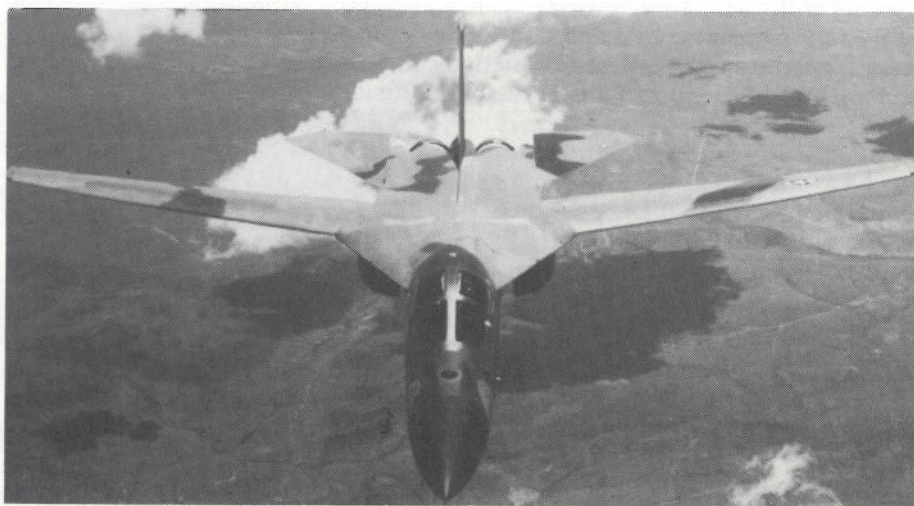
On this low level route, SAC aircraft enter north of Mosby, Mon-

tana, and continue in an easterly direction for about forty miles. The route then turns southwest passing near Ingomar, Melstone, Musselshell, Roundup, and Lavina. Near Rapelje, the route turns south passing near Red Lodge and exiting Montana near Warren.

The route then enters Wyoming near Frannie and continues south between Powell and Lovell, past Emblem, Burlington, Basin, Manderson, and Hyattville. Near Ross, the route turns north passing between Gillette and Moorcroft crossing back into Montana near Alzada. Continuing north, the route passes near Albion, Ekalaka, Plevna, and Wibaux, continuing east of Glendive, near Savage, between Enid

and Richey to Brockton where it turns northwest over the Fort Peck Indian Reservation. The route continues northwest passing south of Scobey, turning southwest at Richland and terminating northeast of Saco.

Although this is an FAA established route, pilots of private aircraft are reminded that during the period of flying, high speed camouflaged jet aircraft may be operating at any time, day or night, and during Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) conditions. Pilots operating in the vicinity of the low level route are requested to operate rotating beacons and/or strobe lights in order to aid in their detection by other aircraft.



The wing of the FB-111 can be varied in flight to provide stable, efficient performance throughout the plane's speed spectrum . . . from slow approach speeds to more than twice the speed of sound. They supplement the B-52 fleet and can carry either nuclear or conventional weapons.



# Administrator's Column

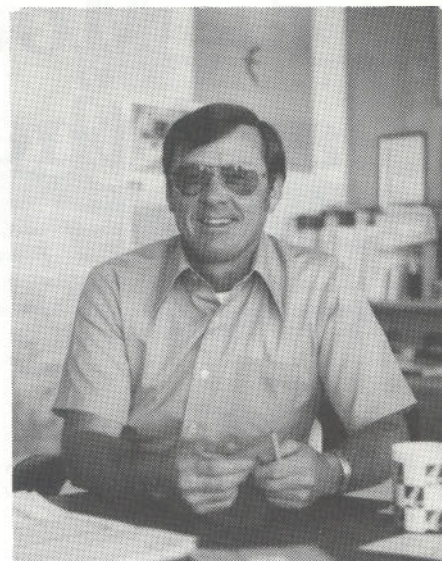
While on vacation at the Oshkosh EAA Convention and Sport Aviation Exhibition, I attended several very interesting and educational forums, one of which was on auto fuel for aircraft use by Harry Zeisloft. Mr. Zeisloft, Director of Engineering of the Auto Fuel Program for the EAA, dispelled many of the myths and distorted views surrounding the use of auto fuel. I have invited Mr. Zeisloft to speak at our Statewide Aviation Conference to be held in Great Falls, March 4-7, 1985.

\* \* \* \* \*

While on the subject of auto gas, you may be interested to know that the new FAA Administrator Don Engen visited the Oshkosh convention and presented Mr. Poberezny with new STCs for several more airplanes which include the Bonanzas with the "E" series Continental engines, Piper PA-28, 140, 150, and 151, and the Cessna 172, I, K, L, and M powered by the Lycoming O-320A, C, and E engines. The widespread use of auto gas is increasing drastically, and I feel a strong need to educate our airport operators and FBOs as it is inevitable that we will have to be able to purchase auto fuel on airports. I say this for several reasons including: questionable safety aspect surrounding the present *forced* practice of "bootlegging" auto fuel onto airports; the airports are losing the flowage fees; the FBOs are losing profits; and the Aeronautics Division loses the 1¢ per gallon tax. In response to my inquiry regarding the auto gas approved in the STCs, I recently received a letter from the FAA in which they state that their "testing to date has not shown a need for any particular quality control test for auto gas. In other words, common sense in the handling and storage of auto gas is all that is necessary insofar as the quality of the product is concerned."

\* \* \* \* \*

I met with Ed Brannon, U.S. Forest Supervisor, Mike Strand, Montana Aeronautics Board member, Nils Pearson, MPA, and several other interested parties at the Sondreson Airstrip located along the North Fork of the Flathead River. The purpose of this meeting was to review the issues surrounding the appeals of the Montana Aeronautics Board and the MPA of the U.S.F.S. decision to close the airstrip. I felt that the dialogue created brought out many interesting issues and possible alternatives, and I am optimistic that Mr. Brannon will fairly consider them in reaching his determination.



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## Hensley Celebrates 40th

Hensley Flying Service, Inc., of Havre celebrated their 40th anniversary on June 23, 1984. Walt and Frances Hensley purchased the flying service from Al Gillis when Havre's airport was a sod strip on the prairie west of town.

Through the years the business grew from a single Piper J-3 Cub with a 45 h.p. engine to a full service FBO providing aerial application, Exxon fuel, single and multi-engine and pressurized charter service, flight instruction and maintenance. Hensley Flying Service, Inc., is the second oldest family run business serving the same location in Montana, operating under FAA Air Carrier Operating Certificate #5RM-2. Hensley Flying Service, Inc., also has authorization for international charter air service to Canada under license #ATC 458.

In 1974 the flying service was purchased by Jim and Sharel Stroh. Sharel is the daughter of Walt and Frances Hensley. Jim and Sharel are both commercial SMEL and helicopter pilots with instrument ratings.

The Strohs are proud of the 40 years' service to Montana and invite you to stop at Havre for a visit.

## GLASGOW, POPLAR, HELENA & MAAA PLAN SHOWS

A busy summer runs into an eventful fall with more fly-ins and air shows scheduled for September.

The Glasgow Chamber of Commerce and Valley Hangar of the Montana Pilots Association are jointly sponsoring a **Glasgow Air Show** on **September 2** at the former Glasgow Air Force Base, now Valley Industrial Park. Featured at the air show will be aerobatics by Michael Wigen. Wigen, from British Columbia, flies a Z-250 high speed midwing monoplane which utilizes all the latest technology to perform torque rolls, tail slides, vertical snap rolls, multiple vertical rolls, and even a vertical "8" at 240 mph speeds. Also appearing will be Al Pietsch from Minot, N. Dak., Ron Litton from Billings, and the Northern Knights from Rathdrum, Idaho. Static displays of military aircraft, ultralights, etc., will also be part of the program.

On **September 8-9** the annual **MAAA Fly-In and Air Show** will be held at **Three Forks**. Featured will be Al Newby in his 1931 Great Lakes and Wade Litton with his 1939 T-Craft. A simulated WW I dog fight will be held between a Great

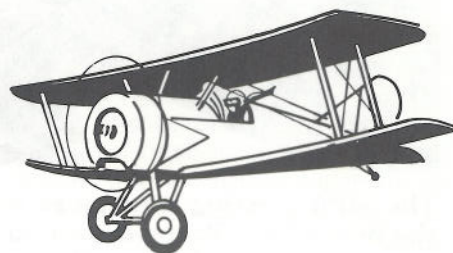
Lakes and a German Fokker Tri Plane. Sky divers and airplane rides will round out the activities with donations for the plane rides being used to promote MAAA. The air show begins each day at 2:00 p.m. with no admission charge. A steak fry is scheduled for Saturday evening beginning at 6:00 p.m. with steak, baked potato, and salad being served for \$9.

The **Fourth Annual Fly-In at Dallas Aero in Poplar** will be held on **September 9**. A fly-in breakfast will be served free to those arriving by air from 7:00 a.m. to 10:00 a.m. Also scheduled are flour bombing and spot landing contests and an air show by amateur model airplane enthusiasts.

The U.S. Air Force Thunderbirds will appear at the **Helena Air Show** scheduled for **September 12**. The Thunderbirds will arrive in Helena at approximately 11:30 a.m. on Monday, September 10, and will perform a brief fly-over of the city on that day. Military aircraft from the Air Force, Air National Guard, Navy, Army, and Army National Guard will arrive in Helena beginning sometime after 10:00 a.m. on Tuesday, September 11. They will be on static display along with civilian aircraft, ultralights, and model airplanes. The air show will begin at 12:00 noon on September 12 with a different event scheduled every hour. The Air Force F-15 will perform a vertical demonstration at approximately 3:15 p.m. and the Thunderbird performance is scheduled for 4:30. No admission will be charged and concessions will be available.

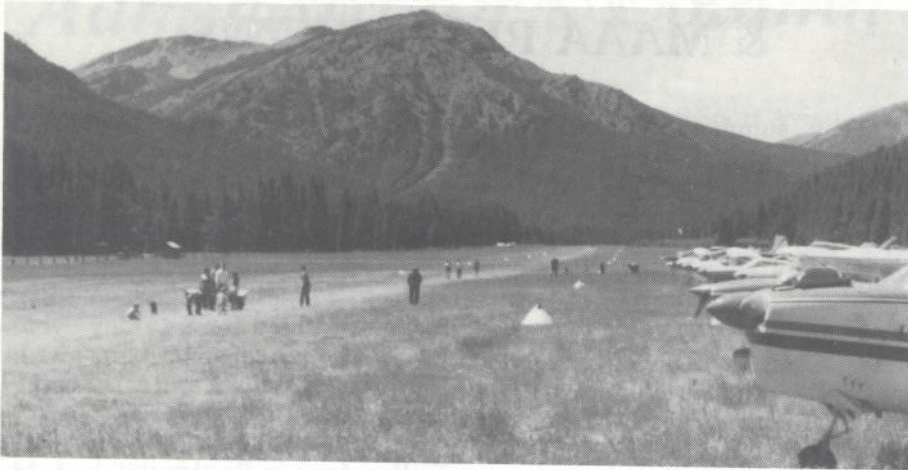


Jim Stroh (left) stands outside the office of Hensley Flying Service with Larry Warren, Hensley's chief pilot.





## *Schafer Meadows Fly-In—July 21-22*



Planes line a runway being groomed by volunteers at the Schafer Meadows airstrip.



Bob Braico and Laurence Siroky, both from Helena, start off for a stroll down the runway.



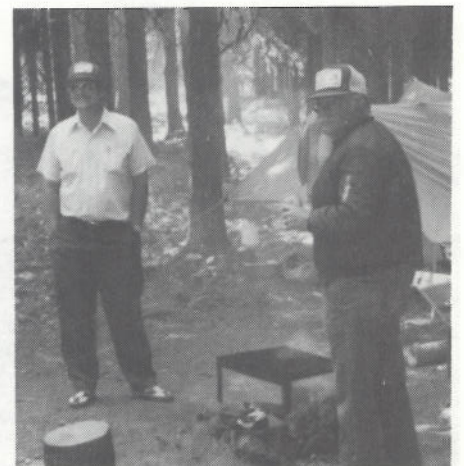
Jack Rochford, Three Forks, (left kneeling) and Terry Miles, Superior, (right kneeling) get advice on installation of a traffic counter from Maurice Sandmeyer and Jerry Burrows.



The group gathered for an MPA meeting in a meadow filled with wildflowers.



The MPA meeting is presided over by Nils Pearson, president, with the help of Pat Pearson, secretary. Herb Sammons, Bob Braico, and Laurence Siroky listen in the background.



Jerry Burrows and Harry Noel, Belgrade, do some "campfire visiting" at the Schafer campground.





The fire starting abilities of Mike Ferguson are carefully monitored by Herb Sammons.



A group starts off down the runway with the apparatus for installation of a traffic counter. They are (from left) Maurice Sandmeyer, Bill Sandmeyer, Bob Squire, Jerry Burrows, and Ellis Thompson.



Jerry Burrows (back to camera) and Pete Pederson watch as Mike Ferguson and Bob Braico work on the traffic counter.



A new windsock is installed by an able crew made up of Bill Sandmeyer, Geyser; Ellis Thompson, Virginia City; Jerry Burrows and Bob Squire, Ennis.

## LaMoy Receives Van De Riet Scholarship



Mary LaMoy

Mrs. Ruth Van De Riet has announced that Mary LaMoy, Missoula, is the 1984 recipient of the Jack Van De Riet Memorial Flight Training Scholarship.

The Scholarship was established in 1983 as a memorial to Jack Van De Riet who was active in the promotion of aviation safety in Montana for many years. The Scholarship is to be used for flight instruction in promoting quality and safety among Montana pilots.

Mary LaMoy was taken on an airplane ride back in the Mission Mountains in 1977 and has been hooked on flying since. She is a part-time instructor at Minuteman Aviation in Missoula while working full-time at a seasonal job as the assistant dispatcher for the Lolo National Forest. She is an active member of the Montana 99s and has participated in the Flying Companion Seminars sponsored by the Montana Aeronautics Division and the 99s.

Mary holds a commercial certificate with an instrument rating and has just received her flight instructor certificate. She plans a full-time career in aviation and will use the Scholarship to further her training in getting a multi-engine, instrument instructor, or float plane rating.



## REVIEW REVEALS PROBLEMS

By: *Jim Crouse, FAA Airworthiness Inspector, Billings FSDO*

A review of aircraft records and various inspection programs such as the manufacturer's approved programs reveal several problems:

1. The owners/operators present these programs to a maintenance facility and when they pick up their aircraft they are under the impression that everything is accomplished. **WRONG!**

2. The mechanics or repair station conduct the phase or number check, etc., and sign it off exactly in accordance with the items on the inspection sheet. They have the impression that everything is accomplished as required. **WRONG!**

The owner is under the impression the mechanics are complying with all the ADs and are performing a record entry as required by FAR 91.173. **WRONG!**

The mechanic signs off the cover sheet and the block titled Airworthiness Directives \_\_\_\_\_, Service Bulletin \_\_\_\_\_. Some feel these are incorporated in the inspection program of the manufacturer and they do not need to go any further. **WRONG!**

FAR 91.173(a)(2)(v) **requires the owner or operator** to keep the record for "The current status of applicable Airworthiness Directives (AD) including for each, **the method of compliance, the AD number and revision date.** If the AD involves recurring action, **the time (cycles) and date when the next action is required.** This entry is the **owner or operator's responsibility** as required by FAR 91.165. It is also the **owner or operator's primary responsibility** as required by FAR 91.163 to **have all ADs complied** as prescribed in the AD. He cannot wait until it is convenient to have it accomplished unless the time element prescribed by the AD allows it.

The **maintenance personnel** are required by FAR 43.9(a)(1) to **make an entry** in the maintenance record containing a description (or reference to data acceptable to the

Administrator) of work preformed. The acceptable method to the Administrator would be the data as required by FAR 91.163. The **mechanic** under FAR 43.15 **will also be responsible for compliance with Airworthiness Directives as the aircraft does not meet all applicable airworthiness requirements unless they are accomplished.**

If the aircraft is returned to service by maintenance and operated by the pilot without the ADs accomplished, **both the owner or operator and the maintenance personnel** are in **noncompliance** with the FARs as previously stated.

I would highly advise both owner or operator and maintenance personnel discuss the maintenance and inspection systems you are utilizing to ensure compliance with the FARs.

## CALENDAR

**Sept. 1** - State MPA Board Meeting, Glasgow.

**Sept. 2** - Glasgow Air Show.

**Sept. 8-9** - MAAA Fly-In, Three Forks.

**Sept. 9** - Fourth Annual Fly-In at Dallas Aero, Poplar.

**Sept. 12** - Helena Air Show.

**Sept. 14-16** - Reno Air Races, Reno, Nev.

**Sept. 14-16** - Mountain Search Pilot Clinic, Kalispell.

**Sept. 22** - Jackpot Air Race.

**Oct. 24-27** - AOPA Convention & Industry Exhibit, Nashville, Tenn.

**Jan. 23-26** - MATA Convention, Great Falls.

**March 4-7** - Statewide Aviation Conference.

**March 4-7** - Aviation Mechanics Seminar

**March 22-24** - Flight Instructors Refresher Clinic, Helena.

**NOTE:** The Mountain Search Pilot Clinic has been changed from Sept. 21-23 to Sept. 14-16.

## FLYING FOR SALE

By: *Patty Mitchell, Supervisor Aviation Safety & Compliance*

As we travel around the country and especially in Montana, I am impressed with the number of first class FBOs and flight schools. It seems that the old days of a shack surrounded by a mud parking lot are things of the past.

We need to sell flying to the community, to the legislature, to the public. As aviation grows, we all profit. I would suggest that a survey be made at each airport to determine how much revenue is generated because the city has that airport. We know that the airport does not cost the community—it brings in income.

The first contact most people have with aviation is in flight instruction. If we try to sell flying based on the cheapest instruction and airplanes, we assume that these people want the cheapest not the best. How many of these same people have gone into a car dealership to buy a stripped down model and have instead decided to go for all the options to get what they really wanted? Do we really think people really want flight instruction in cheap airplanes and cheap instructors, or can we sell them the best?

Another factor in this business of selling flying is the attitude of those who fly. Of course it is fun to fly, but that is not the reason for the airport or for most of the airplanes on the ramp. Most of the airplanes are there strictly for business. Many businesses could not survive if it wasn't for the airplane. Whether you are looking at a Cessna 182 or a Lear, it is still a business tool.

We need to let the people who make the laws in Montana know that the airport and airplanes based there are an asset to the state and communities. Jobs are created and taxes are paid that directly benefit the community while using very little of that revenue to support the airport. Let's all sell flying in Montana.



## Whirly-Girls Offer Scholarships

For 1985, the 30th anniversary of the Whirly-Girls, two scholarships of \$4,000 each will be awarded, according to Whirly-Girls Scholarship Fund President Ellen Corder. The scholarships will be awarded next January.

Each year since 1968, the Whirly-Girls, international association of women helicopter pilots, has awarded the Doris Mullen Scholarship. The 1985 Doris Mullen Scholarship will be awarded to a commercial woman airplane pilot to achieve her initial helicopter rating.

For this anniversary year, in memory of charter member Hanna Reitsch, the second scholarship will be awarded to a Whirly-Girl to allow her to pursue additional helicopter ratings to further her degree of professionalism and marketability as a professional pilot in the helicopter industry.

Applicants for the 1985 Doris Mullen Scholarship must have true financial need and currently hold a commercial airplane license. They must be representative of the high standards upheld by the Whirly-

Girls and must have demonstrated a strong desire and a sincere effort to pursue a career as a helicopter pilot.

Applicants for the 1985 Hanna Reitsch Anniversary Scholarship also must have true financial need and be an active member of the Whirly-Girls. They must have demonstrated a sincere effort to pursue a career in the aviation industry with a genuine desire to specialize in helicopters and be representative of the Whirly-Girls' high standards.

Scholarship applications are available from The Whirly-Girls, Suite 700, 1725 De Sales Street N.W., Washington, D.C. 20036. Applicants are asked to indicate the scholarship for which they are applying.

Deadline for receipt of completed applications, with a check for \$10 enclosed to cover the cost of processing and mailing, is November 1, 1984.

Organized in 1955 with the 13 women helicopter pilots in France, Germany, and the U.S., the Whirly-Girls now number 450 in 25 countries.

★ ★ ★

★ ★ ★



Larry Larson, Molt, poses beside his 1947 PA 12 Supercruiser during a stopover in Helena. Larry restored the plane himself and now flies it in his pipeline inspection business. Under contract with several oil companies, Larry patrols about two thousand miles of underground gasoline and crude oil pipelines every two weeks searching for leaks or damage. His route takes him from central Montana to Spokane, down to Baker, Oregon, along the Snake River in Idaho, into Utah and back home through Wyoming.

## FAA Issues Certificates

### PRIVATE

|                               |                |
|-------------------------------|----------------|
| Garris Elkins . . . . .       | Kalispell      |
| Michael Yaeger . . . . .      | Whitefish      |
| Bradley Warwick . . . . .     | Conrad         |
| Larry Truchot . . . . .       | Great Falls    |
| Douglas Johnson . . . . .     | Fort Benton    |
| Jeanne Sticht . . . . .       | Fairfield      |
| Ronald Shafer . . . . .       | Columbia Falls |
| David Tripp . . . . .         | Lolo           |
| John Gilman . . . . .         | Missoula       |
| George Bland, Jr. . . . .     | Somers         |
| John McKeon, Jr. . . . .      | Anaconda       |
| Dwayne Marks . . . . .        | Arlee          |
| Harland Getter . . . . .      | Missoula       |
| Daniel Arensmeyer . . . . .   | Choteau        |
| Melvin LaFountain . . . . .   | Shelby         |
| John McNulty . . . . .        | Whitehall      |
| Eric Pearson . . . . .        | Ronan          |
| Robert Johnson . . . . .      | Bozeman        |
| Richard Palmersheim . . . . . | Billings       |
| Robert Gillespie . . . . .    | Glasgow        |
| Donald Jones . . . . .        | Colstrip       |
| Duane Nichols . . . . .       | Billings       |
| Clinton Cox . . . . .         | Whitewater     |
| Fredrick Krings . . . . .     | Billings       |
| David Bentz . . . . .         | Billings       |
| Joan Bross . . . . .          | Billings       |
| Don Mikes . . . . .           | Havre          |
| Monte Reder . . . . .         | Miles City     |
| Owen White . . . . .          | Shelby         |
| Gerald Bullinger . . . . .    | Billings       |

### COMMERCIAL

|                           |             |
|---------------------------|-------------|
| David McCulloch . . . . . | Great Falls |
| Murl Williams . . . . .   | Lambert     |
| Richard Limpp . . . . .   | Billings    |
| John Knudson . . . . .    | Polson      |

### MULTI-ENGINE

|                           |           |
|---------------------------|-----------|
| William Paullin . . . . . | Kalispell |
|---------------------------|-----------|

### INSTRUMENT

|                          |          |
|--------------------------|----------|
| Randal Siemens . . . . . | Bozeman  |
| Ray Phipps . . . . .     | Busby    |
| Richard Limpp . . . . .  | Billings |

### INSTRUCTOR

|                            |          |
|----------------------------|----------|
| J. Wiederholt, Jr. . . . . | Billings |
| Richard Limpp . . . . .    | Billings |
| Wade Litton . . . . .      | Billings |

### INSTRUCTOR RENEWAL

|                         |           |
|-------------------------|-----------|
| Fred Naeher . . . . .   | Kalispell |
| Jerry Simpson . . . . . | Helena    |

(Continued on Page 8)



## FAA Certificates— (Continued)

Donald Scalf ..... Kalispell  
Gregory Northcutt ..... Bozeman  
Clint Collins ..... Manhattan  
Glenn Parmeter ..... Missoula  
William Helsper ..... Missoula

### WINGS

#### Phase I

August Lindberg ..... Cut Bank  
John David ..... Polson  
Carol Houk ..... Billings

#### Phase II

Jean Adkins ..... Kalispell

#### Phase III

Jack Butorac ..... Hardin

## Airport at Oscar's Opens

The airport at Oscar's Dreamland, 6 miles southwest of Billings by the Yellowstone River, is now open for public use. The airport has a 3,000-foot paved runway and fuel is available. It will be open during daylight hours only. Oscar's Dreamland features a collection of antique steam machines, a mining scale railroad, and a frontier town. For more information call 656-9746 in Billings.

## PLEASE NOTE . . . . .

The Billings Flight Standards District Office will no longer be administering airmen written examinations. There are two written test examiners designated in Billings to administer examinations: Dennis Skovgaard, 2527 Wyoming Avenue; and Thelma Bullinger, 355 Stewart Court S.

2,500 copies of this public document were published at an estimated cost of \$.26 per copy, for a total cost of \$660.10, which included \$521.10 for printing and \$139 for distribution.

### MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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